

B. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1444. 日五十一月正年六十二緒光 WEDNESDAY, FEBRUARY 14, 1900. 三拜福 號四十月二英港香

THIRY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.
Branches and Agencies—
TOKIO. KOBE
NAGASAKI. LONDON
LYONS. NEW YORK
SAN FRANCISCO. HONOLULU
BOMBAY. SHANGHAI
TIENTSIN. NEWCHWANG
LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent. " 6 " 4 " " 3 " " 3 " " S. CHÖH, " Hongkong Manager.

Hongkong, 4th January, 1900. [11]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. SIEBS, Esq., Deputy Chairman. David Meyer Moses, Esq. E. Goetz, Esq. A. J. Raymond, Esq. A. Haupt, Esq. R. L. Richardson, Esq. The Hon. J. J. Keswick, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER: Hongkong—Sir THOMAS JACKSON.

Shanghai—J. P. WADE GARDNER, Esq. LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 3 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 24th January, 1900. [12]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed at 3 1/2 PER

CENT per annum.

Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [13]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON. PEKING.
CANTON. PENANG.
CHINKIANG. SINGAPORE.
CHUNKing. SWATOW.
FOOCHOW. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per cent. Fixed Deposits for 3 months.

4 " " 6 "

5 " " 12 "

E. W. RUTTER, Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 1/2 "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898. [15]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. D. Gillies, Esq.
Chow Tung Shang, Esq. J. T. Louis, Esq.
Chief Manager—
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. [16]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

£4.00 per Cask of 375 lbs. Net ex Factory.

£2.50 per Bag of 200 lbs.

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 8th February, 1900. [17]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS	CAPTAINS	SAIL	REMARKS
LONDON, &c., Bengal	S. Barcham	S. GILB.	In Feb. Freight or Passage.
JAPAN	Rohilla	S. de B. Lockyer, R.N.R.	17th Feb. Freight or Passage.
SHANGHAI	Coramandel	F. W. Vibert, R.N.R.	About 17th Feb. Freight or Passage.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 22nd Feb. Freight or Passage.
SHAI & JAPAN	Java	G. W. Gordon, R.N.R.	About 24th Feb. Freight or Passage.
KOBE	Candia	W. H. Haughton, R.N.R.	About 3rd Mar. Freight only.
MARSEILLES & LONDON	PARRAMATTA	31st March	Freight or Passage.
DIRECT	MASSILIA	14th—April	(Without Transhipment.) (Passing through the Irish Sea).

(See Special Advertisement.)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th February, 1900. [18]

IMPERIAL GERMAN MAIL LINE.

(10)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, AMSTERDAM, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG	WEDNESDAY, 1st February.
BAUERN	WEDNESDAY, 11th March.
STUTTGART	WEDNESDAY, 1st March.
KONIG ALBERT	WEDNESDAY, 1st April.
WEIMAR	WEDNESDAY, 1st April.
PRINZ HEINRICH	WEDNESDAY, 1st May.
PREUSSEN	WEDNESDAY, 1st May.
HAMBURG	WEDNESDAY, 1st May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 12th July.
BAUERN	THURSDAY, 26th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PREUSSEN	THURSDAY, 6th September.

ON WEDNESDAY, the 21st day of February, 1900, at NOON, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES, GENOA and AMSTERDAM.

Shipping Orders will be granted till NOON, on MONDAY, the 19th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th February, 1900. [22]

HONGKONG HOTEL

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CELLOS, MANDOLINES, MANDOLAS, LANE, CRAWFORD & CO.

CORNETS, BANJOS, TROMBONES, GUITARRAS, EUPHONIUMS, ZITHERS, CLARINETS, &c.

CLAYMORE.

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—
THE VICTORIA DISPENSARY,
HONGKONG.

25

Intimations.

THE NATIONAL TENSION

THAT THE

RELIEF OF LADYSMITH WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING BALSAMIC COUGH LINCTUS.

SOLE PROPRIETORS:

Watkins, Limited,

66, QUEEN'S ROAD CENTRAL, HONGKONG. [16]

[16]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

PEAK HOTEL
AND
CRAIGIEBURN.</p

To-day's
Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1900.

TUESDAY, WEDNESDAY & THURSDAY,
the 20th, 21st and 22nd February.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be obtained
from Messrs. KELLY & WALSH, LTD. PRICE \$5
for the Meeting.

TICKETS for the Day may be purchased at
the Gate; PRICE \$2 each.

No one admitted without a Ticket, to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [208]

INSURANCE HOLIDAYS.

HONGKONG RACES.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the Trans-
action of Public Business, at 11.45 A.M., on
TUESDAY, WEDNESDAY and THURS-
DAY, the 20th, 21st and 22nd instant.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
and.

General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.

DOUGLAS JONES,
Secretary,
LONDON INSURANCE SOCIETY OF
CANTON, LTD.

W. H. PERCIVAL,
Agent,
NORTH CHINA INSURANCE CO., LTD.

H. P. WADMAN,
Acting Secretary,
CHINA TRADERS' INSURANCE CO.,
LIMITED.

SHEWAN TOME'S & CO.,
Agents,
YANGTZE INSURANCE ASSOCIA-
TION,
LIMITED.

GEO. L. TOLMIN,
Secretary,
CHINA FIRE INSURANCE CO., LTD.

Hongkong, 14th February, 1900. [209]

To-day's
Advertisements.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during the
Races on the 20th, 21st and 22nd instant.

An Enclosure will be reserved for Members
and Members' Wives and Families. Tickets for
which may be had on Application by Members
to the Undersigned. No Tickets must be
produced to gain Admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [208]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACE COURSE during
the Race Day without Tickets, which can be
had on Application to the Undersigned.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1900. [209]

Entimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. S. THORNE'S BLEND, White

Capsule \$10.80

B. - WATSON'S GLENORCHY

MELLOW BLEND, Blue

Capsule, with Name
and Trade Mark 10.80

C. - WATSON'S ABELOUR

GLENLIVET, Red Capsule,
with name and

Trade Mark 12.00

D. - WATSON'S H.K.D., BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vi-
olet Capsule 14.40

E. - WATSON'S VERY OLD LI-
QUOR SCOTCH WHISKY,

Gold Capsule 15.00

A MOTOR carriage has recently been introduced
in France which combines many novel features.

It is normally propelled solely by an oil engine
but on hilly ground is helped by an electric

motor. The oil engine works a constant
speed, and when the vehicle does not absorb

all the engine power, the excess drives the
motor as a dynamo and charges the accumulators.

Then the accumulators are only used
occasionally and they are kept fully

charged. The engine is directly connected to
the dynamo-motor, which is shunt-wound, and

this is, in turn, used to start up the engine. The
changes in speed are effected mechanically.

The number of emigrants from Germany has
fallen off within the last few years, and seems
to be continually decreasing. In 1898 the
number was but 20,000, which is the smallest

since the existence of the empire. The table
shows the emigration since 1881:

Year. Number of Emigrants.

1881 220,900

1887 104,780

1891 120,000

1895 37,590

1896 33,820

1897 24,630

1898 20,000

The emigrants for the year 1898 are dis-
tributed as follows: United States, 17,322; the

remainder of America, 1,094; besides Brazil
75, and Canada 268. Africa received 1,092;

Asia, 223; and Australia, 103. Upon compar-
ing the figures for the emigration with that of
the total German population, one finds, for 1898,
189 emigrants per hundred thousand as against
3 in 1897 and 23 in 1891. The cities of
Bremen and Hamburg gave the largest propor-
tions.

A MEETING of the Sanitary Board will be held
tomorrow, at 4.15 p.m.

ORDERS OF THE DAY.

1. Draft scheme for a Trust Corporation for
the Sanitary Improvement of the City of Victoria,
drawn up by a Select Committee of the
Board, appointed for that purpose on Thurs-
day, the 7th day of December, 1899.

2. Report by the Select Committee of the
Board, on an inspection of No. 2 District, for
the quarter ending 31st March, 1900.

AGENDA.

1. Increase to allowances for knowledge of
Chinese.

2. Proposal by the Colonial Veterinary-Sur-
geon to alter certain stalls in the Central
Market.

3. Suggestion that § 69 of Ordinance 15 of
1889 be altered so as to require separate plans
for drainage to be supplied to the Sanitary
Board.

4. Information concerning a recent fatal case
of Hydrophobia in this Colony.

5. Correspondence re: Bubonic Plague in
Manila.

6. Report of the total cases of Bubonic
Plague in Formosa during 1899.

7. Further report of the progress of Bubonic
Plague in Bombay City for the period 4th to
15th January, 1900.

8. Mortality Returns from Macao for the
weeks ended 21st and 28th January, 1900.

9. Mortality Statistics for this Colony for the
weeks ended 27th January and 3rd February,
1900.

10. Applications for licences to keep cattle
and swine.

IN view of the strained relations between
Japan and Russia it is a significant fact that
the Naval manoeuvres of the former Power,
which are stated to be of an unprecedented
scale, are to take place off the coast of Japan at
the end of March or the beginning of April
next. Since 1895 Japan, burning with rage at
the action of Russia in depriving her of the
fruits of the victory over China, has been straining
every nerve to bring her Navy and Army up
to the rank of a first class power, with the
result that her fleet in the Far East is now equal
to, if not stronger than, the Russian squadron
whilst her land forces far exceed those of Russia
both in the number of men and guns. Russia
on the other hand had been steadily strengthen-
ing her armaments and increasing her forces at
Vladivostok and Port Arthur and pushing
on the work of the Trans-Siberian Railway.
War seems to be only a question of time
between the two countries and the question is
will Japan wait until the great continental
Railway is completed? If she does so her
chances of success will be greatly diminished.

Optional cargo will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will
be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in
the Godowns, and certificate of the damage
obtained from the Godown Co., within ten days
of steamer's arrival, after which no claims will
be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 14th February, 1900. [209]

GLEN LINE OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENTURRET,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out by mark and
delivery can be obtained as soon as the
Goods are landed.

Optional cargo will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will
be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in
the Godowns, and certificate of the damage
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of steamer's arrival, after which no claims will
be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 14th February, 1900. [209]

LATER.

The Increase to the Army.

In the House of Lords, Lord Lansdowne
explained the Army scheme, and said that

the first duty was to provide a field Army of

130,000 men which would form a re-
serve for further reinforcements for South

Africa. It was proposed to add to the Army

15 battalions, 43 batteries of artillery and 7

cavalry regiments. The proposed changes

would add 30,000 regulars, and 30,000

auxiliaries making a total force of 600,000.

WEATHER REPORT.

The Observatory report says:

On the 14th at 11.55 a.m. the barometer has
risen a little on the E. coast of China. Pressure
is highest over N. China, lowest in a slight
depression which seems to be moving N.E. to
the S. of Japan. Gradients slight, with moderate
monsoon on the coast and in the N. part of the
China Sea. FORECAST.—Moderate E. winds;
cloudy, misty.

LOCAL AND GENERAL.

The manufacture of "khaki" cloth has been
greatly increased by the war in South Africa,
and over 15,000 people are now engaged in
making cloth for soldiers. The word "khaki"
is Hindoo origin, and means dust or clay
coloured. It is made entirely of cotton and is
exceedingly durable. It was probably first used
by the English regiments in India, and was also
worn by them in the Egyptian campaigns. The
colour is not attractive, but it is very satisfactory
for service in warm countries.

RACING NOTES.

The coming meeting promises to be a good
one both as regards entries and attendance and
the presence of the fleet and foreign warships
now in port should greatly add to the appreciation
of the sport. The entries this year are
good, as will be seen by the following list for
the first day.

Races.

Wong-nai-chong Stakes 2

Victoria Stakes 17

Maiden Stakes 22

Valley Stakes 26

Fongchow Cup 19

Hongkong Derby 25

Lusitano Cup 21

Companions' Cup 26

Hongkong Club Cup 18

Encouragement Stakes 25

*

For the Wong-nai-chong Stakes Mr. John
Peel's Beechaut is showing up well and I
should not be at all surprised to see the blue
and silver romp home, this pony should also
show up well in the Victoria Stakes and the
Lusitano Cup, if he runs. Charger has also
been doing good work and, although not so
safe as Beechaut, ought to pull off the Victoria
Stakes if the latter is not running. He should
be placed in the Lusitano also, given the same
conditions. If not, reserved for the Derby,
Mudder and Ting Haau should stand well in
the betting for the Maiden Stakes and failing
these two Mr. Buxey's Dot Rose ought to be
designed.

*

A good pony is Impala and as he is a
conqueror ought to catch the judges eye in
the Encouragement Stakes, if not in the
Valley Stakes, Satio, also, is no waster and should
secure a place in the Derby. Mudder, perhaps,
may be considered the

military forces—first, at Strasburg; second, at Boulogne; and third, at Sedan.

The closing stage of the Russo-Turkish campaign of 1877-78 was marked by the following curious incident, in the shape of an extraordinary though natural phenomenon. During the weeks that intervened between the signing of the Treaty of San Stefano and the meeting of the Berlin Congress, the Russian troops were encamped in front of Constantinople which they anticipated entering in triumph immediately. One day, however, looking in the direction of the Black Sea, there appeared in the sky a muffled "fata morgana" counterfeiting fortifications. What were they? Certainly not those which the Turks had hastily raised to protect the capital. The mystery was solved by an officer, who knew the place well pronouncing the mirage to reflect the still ruined remains of the fortifications of Sebastopol; and as these were about 38 miles distant the extraordinary nature of the reflection may be imagined. This phenomenon, however, was received by the superstitious Russian soldiery as an evil portent, for Sebastopol remained officers and men of British hostility, and it was known to all that British statesmen were now doing their best to override the provisions of San Stefano, in order to prevent a Russian occupation of Constantinople. Neither was the presentation of coming disappointment falsified, for as the mirage faded from the sky a dull booming noise was heard to several. It was the guns of the British fleet saluting the forts in the Dardanelles, and proving that the words of the famous Jingo song, "The Russians shall not have Constantinople," were no empty boast.

At the battle of Pingyao, September, 1894, the day following out wet, the Chinese troops created much amusement by going into action equipped with gaily-coloured umbrellas of familiar pattern. These, of course, offered a splendid target for the Japanese bullets, and thanks to them, moreover, the evolutions of the enemy's firing line could be easily followed. One of the Chinese generals, however, had his "staff" umbrella—it is corresponded with his rank—filled by bullets early in the fight; and regarding this an officer signifying that the gods did not intend favouring him with victory on this particular day, he calmly withdrew his division from the field. It is a pity to spoil a good story, but all through the campaign the vanquished leaders proved themselves to be such firm believers in the adage, discretion is the better part of valour, that the officer in question would probably have retired in any case.

The fact, remains, however, that in civilised as well as uncivilised countries, a season of misfortune is always the harvest time of superstition; and the lot of a troubled State soon becomes thick with signs and prognostication. In time of war, especially, everybody is ready to assume the role of augur or interpreter of dreams, while among the community generally every event is hailed as a bright or a black one.—*The Globe*.

THE COMING CANAL.

The wire announcing the conclusion of Treaty between England and America, by which England released the United States from all the obligations imposed upon her in connection with any canal uniting the Atlantic and Pacific oceans by the Clayton-Bulwer Treaty, rather complicated chapter in the history of the diplomatic intercourse between the two countries and gives a final answer to questions in debate between the Cabinets of Washington and St. James for over two generations, and which must have in any case found a definite answer with in a very few years, and in a fashion not so great to our interest or to our credit as the present arrangement.

The Clayton-Bulwer Treaty was concluded in 1850 and it is proposed to regulate the relative right and duties of the two governments in relation to any Ship Canal to be at any time thereafter constructed between the two oceans by way of the river of S. Juan de Nicaragua and the lake of that name or of Mangum or by any other route.

The principal provisions of the treaty were that the canal should be under the joint control of the two contracting States, that neither should attempt to secure exclusive control of it, that no fortifications should be erected on or in its vicinity in the event of war merchant shipping in it was to be exempt that no differential charges to the disadvantage of either State were to be imposed, and that other Powers were to be invited to join in the arrangement "for the general benefit of mankind." As only the broad general principle of neutrality was affirmed, it was further agreed that the provisions of the treaty should be applied to any other route whether by canal or rail that should be decided upon.

England and America being then practically the only two Powers which would enter into such a stupendous undertaking with any hope of success it seemed certain that the desirable object of the treaty—the freedom and neutrality of the canal—was assured.

It was at that time thought that the canal would be constructed forthwith, but nearly sixty years have elapsed and the work still remains to be done.

The present treaty consists of a single waiver of English rights of joint control and gives America a free hand in the matter. It would be interesting to know whether any definite design is entertained of forthwith proceeding with the construction of the canal or whether this step has been taken by America in pursuance of her expressed purpose of being the sole dominant power in matters relating to the Western World.

A Company has recently been formed in America for the purpose of taking over the Panama Canal and a Special Commission appointed by the President, has recently reported on the Nicaragua route, but it may be some years yet before any commencement is made on either project by the United States, but sooner or later the Canal is sure to be constructed.

In any case it is settled now beyond a question that the Canal whenever constructed, is to be an entirely American Canal and the sooner England makes up her mind to withdraw altogether from the West Indies, the more perfect and the more cordial will be our relations with our children of the United States.

THE GERMAN NAVY BILL.

The policy of the German Navy Bill must have been decided on, and we should imagine even its clauses drafted before the war broke out in South Africa. Governments do not make up their minds to have a new departure, involving large taxation, in a fortnight or even a month. It seems therefore absurd to suppose that either the Bill, or Count von Bülow's speech had any special reference to the military events of the last few days. Count von Bülow, and his colleagues are old enough, parliamentary hand to make it appear as an addition to the German navy was imperatively demanded by the events in the Transvaal. Count von Bülow refers to England and the war were a model of diplomatic ambiguity and correctness. "No one can say," declared the German Foreign Secretary, "no one can predict what the consequence will be of the war which has set South Africa in flames during the last few weeks"; and a second time he alluded to the war in South Africa which has largely affected

our interests." In other words, Count von Bülow told the Reichstag that he was not sure whether England was going to annex the whole of South Africa, or whether she was going to be beaten out of the country by the Boers; but that he believed Germany to be prepared with a bigger navy, for either event. We cannot complain of the German Ministry using the Transvaal war as an argument for a larger navy in view of a possible partition of territory, nor can we object to the studiously courteous language in which these hints were conveyed to the German nation. The only unpleasant thing for us is that recent events should have made it possible to seriously speculate upon the result of the war. A very interesting speech was made the following day by Herr Bebel, the leader of the Social Democrats in the Reichstag, who failed to see what connexion the South African war had with the German navy—"If England should be defeated in that war her position as a world-power will not be shaken, and there is no need for us to sharpen our claws in order to enter upon the inheritance of the British Empire. The defeat of England will have consequences of an entirely different nature. The English people will come to the conclusion that their military system is a mistake and will adopt the militia system." It is impossible that England should be defeated in South Africa, but Herr Bebel's judgment of what the English people would do if they were defeated shows a profound and original mind. It is moreover what the English people will do, after they have beaten the Boers.—*Saturday Review*.

ARMoured TRAINS.

It is probable that the Franco-Prussian war was the first campaign in which protected trains and locomotives were used on the field of battle.

In the various sorties from Paris the French

troops were frequently assisted by the fire of

light field pieces carried on cars, and when the

communists were holding the capital against

the troops at Versailles, an armed train oper-

ated upon the railway in the direction of Château

Breux and is said to have achieved its object in silencing the batteries in that position.

Captain Fisher's armoured train was used

against the first stages of the campaign against

Arabia. It was built at Alexandria by a party

of blue jackets, and was composed of a loco-

motive and a number of trucks protected by

iron rails, iron plates and sandbags. The en-

gine was placed in the middle of the train,

while a Nordenfelt machine gun was mounted

on the leading protected truck and a .60 pounder

on the next. The latter could be means of

a small crane carried with the train be quickly

mounted and dismounted, one minute sufficing

for the halting of the train to remount and fire the gun. Two empty trucks

were run in front to explode any mines

which might have been laid. The cars be-

hind the engine conveyed a detachment of

skirmishers. Since that time France and

Germany have recognized specially constructed

armoured trains as formidable units of fighting

equipment, but none are as complete as that

possessed by the First Susses Artillery Volun-

teers of England, which has perhaps the

most complete train of its kind in the world.

The truck was specially constructed for the

gun which is mounted on an ordinary field

carriage and consists of a turn-table pivoted

on the center so that it can be turned in

any direction. The gun detachment is pro-

tected by a pivoted 6.6 get high around three

of the sides. The gun is fired through an opening,

and the recoil is checked by a hydraulic buffer

on its own carriage. By an ingenious arrange-

ment of cross guides it can be run out and

supported on blocks, and a broad base may be

obtained for the trucks when the gun is fired

at right angles to the rails. To insure stability

the truck can be secured to the rails by strong

screw clips. The remainder of the train is

made up of an ordinary locomotive and two

steel plated vans conveying a Maxim gun, the

men, horses and the projectiles.

SCENES IN KLONDIKE.

THE ADVENTURES OF TWO LADIES.

Professor Heslop, with his intimate technical knowledge, has thrown much light on the

political conditions of the northern goldfields,

and Mr. Garland has dwelt on their romantic

side "in prose and verse"; but Mrs. M. E.

Hitchcock in her book entitled "Two women

in the Klondike," says an interviewer in the

Daily Chronicle gives a gossipy and readable

outline of the daily life of two adventurous

ladies in their journey to and from the "golden

city" in the summer of 1898.

In a prefatory note we are told that Mrs.

Hitchcock, who, with Miss Edith Van Buren,

"braved all the hardships and dangers of a

journey to the Klondike," is the widow of the

late Commander R. D. Hitchcock, of the

United States Navy, and that she is "descended

from Lord Fitz Gerald," while Miss Van Buren is a grandniece of President Van Buren.

Accompanied by a couple of "Great Danes,"

a parrot, some pigeons, and a canary, these two

ladies, "born and reared in luxury and refine-

ment," set out for Dawson by way of the Lower

Yukon. Having reached St. Michael several

weary days were spent awaiting transference

to the river-steamer. There trouble began.

The "river steamer" was nothing more than a

barge. The dogs were crowded into the pilot

house, leaving room only for the man at the

wheel. The parrot was scolded at being dis-

turbed, the pigeons were frightened, and fight-

ing each other; only the canary was content,

and continued to sing merrily. But there was

no lack of beautiful scenery en route.

Mountains and relays of mountainous narrow gorges,

rapids, all that is most wild and picturesque;

in fact, one miner declared "They've bitten

me till I don't need a collar button, for there's

plenty of bumps in the right place." After

passing through the sub-Arctic wilderness for

so many days, it comes as a strange surprise to

find at your northern destination scenery more

grand than anything that had gone before, and

multitudes of people thronging the wharves.

Having pitched their tent—the largest ever

seen in Dawson—with the aid of kindly

disposed miners, the two ladies proceeded to

"do the town."

"We were first escorted to the dance hall of

the place and slipped through a private entrance

into a box that was curtained, so that we were

free from observation, while able to see all that

took place. Nothing could have been more

highly proper than the dancing, which consisted

in waltzes, polkas, and military schottisches,

interspersed with occasional square dances

which seemed more like cakewalks than lan-

terns or quadrilles. The "girls," as they were

called, seemed to be between twenty-five and

thirty years of age. According to the rule of

the house, drinks at one dollar each must be

ordered after every dance. In case the girl

does not care for drink, her partner gives her

a check, which she is allowed to "cash in" later,

receiving twenty-five cents from the proprietor

of the dancehall.

Mrs. Hitchcock and her fellow traveller have

nothing but praise for the genial kindness, re-

spect, and helpfulness of the miners they came

in contact with. On one occasion—

"I stopped to take a group of one or two

Intimations.

NAVY CONTRACT,
1900-1901.

SEALED TENDERS, in Duplicate, will be received by the VICTUALLING STORE OFFICER, H.M. VICTUALLING YARD, until NOON, on TUESDAY, the 27th instant, for the Undermentioned Articles:-

Biscuit. Raisins.
Soft Bread. Rice.
Flour. Milk Condensed.
Fresh Beef. Fresh.
Vegetables. Sugar, and
Potatoes. Sennet Hats.

Printed Forms of Tenders and further Particulars are to be obtained at the VICTUALLING STORE OFFICER'S OFFICE.

The right to reject the lowest or any Tenders reserved.

HONGKONG VICTUALLING
YARD,
Hongkong, 13th February, 1900. [15b]

THE PUNJOM MINING COMPANY,
LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Priva Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:-

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Banks, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of \$10 per centum per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,

W. H. GASKELL,
Secretary.

Hongkong, 30th January, 1900. [15b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [15b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which Period NO Transfer of Shares can be registered.

By order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, 21st January, 1900. [15b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1900. [15b]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 4, Queen's Buildings, on WEDNESDAY, the 26th day of February, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 26th instant, both days inclusive.

J. WHEELEY,
Manager.

Hongkong, 12th February, 1900. [15b]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to the 31st December, 1899, and the Report of the General Manager, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [15b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

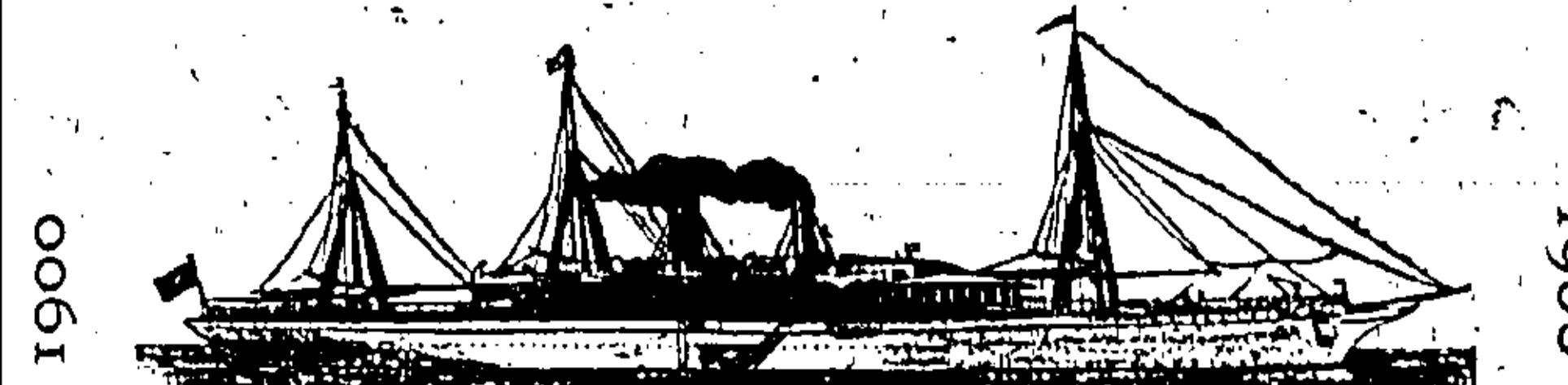
By Order,

GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1900. [15b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horsepower—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 10, Praya Central.

Hongkong, 14th February, 1900. [15b]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.



PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King 3,379 | about | Feb. 21

Thyra 3,406 | about | Mar. 6

Lady Joyce 3,496 | about | Mar. 31

THE Steamship

"BELGIAN KING," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 12th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed direct to Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 3rd February, 1900. [5]

THE BELGIAN KING

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about

WEDNESDAY, the 21st February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 10th February, 1900. [5b]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG:

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

..... | |

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

..... | |

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on

SATURDAY, the 10th March, at Noon.

Excellent accommodation, First-class Tables, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £47.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may travel by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th February, 1900. [15b]

HONGKONG FIRE INSURANCE CO., LIMITED.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, at 12 o'clock (NOON), for the purpose of receiving a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,

GEO. L. TOMLIN,

Secretary.

Hongkong, 9th February, 1900. [15b]

HONGKONG FIRE INSURANCE CO., LIMITED.

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By Order,

GEO. L. TOMLIN,

Secretary.

Hongkong, 9th February, 1900. [15b]

SHORTAGE OF COAL IN ENGLAND.

Perhaps the production of coal is not quite so heavy as it was twelve months ago, says a writer in an English paper for December, as the miners are carefully regulating the output in their own interest. But the great difficulty which is being experienced throughout the Midlands, and to some extent in other parts of the country, is due rather to the inability of the railway companies to cope with the traffic. The number of trucks at platform sidings is far less than usual, the coal is going into stock which should, under ordinary circumstances, be sent forward to the merchants without delay.

SOLDIERS' WILLS.

The *Law-Times* calls attention to the fact that the operation of the Wills Act of 1837 is suspended in the case of soldiers serving on the field. In consequence of this it is open to a soldier to make his will on the battlefield by word of mouth. His will is also valid even though he be a minor when he made it. Witnesses are unnecessary, and subsequent marriage does not annul a will made, as would ordinarily be the case. Dispositions may also be made by letter. A will thus made during warlike operations remains good even after peace has been restored, until it is cancelled by a subsequent will. Medical officers attached to armies are enjoined by Queen's regulations to witness wills made in hospitals wherever this is possible.

THE WEAKNESS OF THE BRITISH ARTILLERY.

The weakness of the British artillery is being discussed at some length in the home papers. A military expert, interviewed by the *Morning Leader*, says that the heavy drain by the war upon the field batteries of artillery has reduced the number in the United Kingdom dangerously low. It is calculated that when the batteries most recently warned for service in South Africa have sailed, throughout England, Scotland, and Ireland there will be left only 24 batteries, or 142 field guns.

The Volunteers have a few semi-mobile batteries, chiefly armed with obsolete and short-range weapons. It would be a wise precaution if from its resources the Government were at once to issue modern field guns to the Volunteer mobile batteries, and permit Militia and Volunteer artillery to be trained in field gun drill forthwith.

So much for the numbers of the British artillery, which clearly are hopelessly inadequate to meet the necessities of anything like a first-class war. What is still more a matter for misgiving, however, is the fact, not undoubtedly demonstrated, that the British field artillery is completely outranged by that of the Boers.

A *Leader* representative, in conversation with one of the greatest gunners in England, was given to understand that this deplorable inequality must now continue for the rest of the war. In guns of position the range of the British naval guns is, happily, a match for the Boer artillery. But in field artillery, the War Office has made a comparatively short-range one of their conditions.

The American Government took a sorer view of their responsibilities during the Spanish war, and guns with a range of 600 yards were sent to the front by Messrs. Vickers, Sons, and Maxim.

This expert further stated that not only are the longer-ranged weapons not stocked in England; they could not even be obtained abroad now. To make a single battery would take some four months, by which time the issue of the campaign will have been decided.

Another little fact will bring home to the minds of Englishmen watching the progress of the war the incredible shortsightedness of the authorities in the matter of artillery. A Reuter's message from Mafeking says a home paper, tells us that the enemy unable to make things thoroughly unpleasant for Mr. Fowell and his little force by means of the one-pound Maxim, the shells of which enter right into the market-place.

It is a fact that though an extremely valuable weapon, the only one of a calibre which can fire as many as 350 shells a minute, has been taken up by the Boers and by nearly every nation in Europe, it has up to the present been barred by the English authorities. Only now, with belated wisdom, are a few to be sent to the seat of war.

Once this weapon gets to the front, however, it will give an excellent account of itself, especially against mountedmen, a fact which certainly does not detract from its value in the present unhappy conflict.

WONDERFUL SURGERY.

A wonderful triumph in surgery, achieved by Dr. Hermann von Schröder, of Vienna, reported by the *Daily Chronicle*'s correspondent in that city. A boy, aged twelve, had swallowed a piece of lead the size of half a sovereign, which, passing through the trachea, descended into a bronchus of the second order. Dr. Schröder extracted this piece of lead without tracheotomy, and even without using anaesthetics; the operation was nevertheless quite painless. First by means of the Röntgen Rays, the piece of lead was discovered located at the height of the fourth rib; then Kilian's (Berlin) bronchoscope was in the ordinary way introduced into the trachea and electrically lighted up, and the piece of lead was at last extracted by a plierette expressly constructed for the purpose.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K. Kis, G. G.
Angier, A. G. Laka, J.
Ah Fong, Miss Lambie & Dodge, J. E.
Anoy, Fanny Lorenthal, J.
Alleskoff, M. Llise, M. H.
Armstrong, A. Lloubere, J.
All, Miss Lluis, Mrs.
Armsmocker Le, Lieut. C. A.
Arab, N. M. Lewis, Miss
Arnold, E. W. Llidor, R. K.
Agilive, A. B. Landshutshausen, A.
Anles, Dr. V. Lambie, Mrs. J.
Armar, J. Lute, Dr. O.
Arandas, Mr. McGovern, P.
Baronian, Z. S. McCoughan, E. L.
Bennet, J. More, Mrs. M.
Bennet, Mr. Mui Yung, Mrs.
Blake, R. E. Montilla, T.
Baring, T. Mason, Miss
Bambridge, E. M. Mathichundi, A. K.
Biby, Angan Mordical, S. R.
Ballard, Anna Macay, A. R.
Brennes, C. Mise, Paul
Burnett, L. C. Marlin, C.
Brusse, G. Marriot, H. D.
Buckley, J. Mille, Henry, E. C.
Bambridge, Miss Middleton, Miss
Bloom, Rosa Marascause, Capt.
Berthier, T. Menier, Mrs. K.
Bowles, C. E. Microlin, A.
Barker, A. M. Mirti, R.
Bass, J. F. Mithal, D.
Brawne, J. W. Mithib, J. W. U.

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.

Bank Buildings,

Hongkong, 9th March, 1897.

[137]

SAFETY SOAP.

DISINFECTANT.

SOAP.

DISINF

Intimations.

CARBO LINUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

SOLE AGENTS for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1866.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor:
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:
WATKINS & CO.
APOTHECARY'S HALL, 66, Queen's Road
Central, Hongkong.

THE NEW FRENCH REMEDY.
THE THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpu, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blisters, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England £2 and 46. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

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ACURE FOR ASTHMA!!!
GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Supply all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most influential remedy in the treatment of chronic and chronic diseases. These Capsules and the Capsules have not the incoherence of products: No. 900.

MATICO INJECTION is used in recent AND **MATICO CAPSULES** in the more chronic cases

GRIMAULT & Co., Paris, Supply all Chemists.

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Clementi, Mr. C. Rice, Mrs. Albert Smith Dowler, Mrs. H. G. Rice, Miss Ellen A. Flynn, R. N. Rev. F. Simmonds, Mrs. Johnson, Rev. F. T. Simonis, Capt. C. B. Johnston, Mr. R. R. A. Libeaud, Mrs. Snow, L. C. F. U. S. N. Miller, Mrs. M. J. Snow, Mrs. C. F. and Miller, Miss Maud daughter Volpicelli, Consul Volpicelli, Madame Miller, Miss Julia Penny, Miss

OPPIUM QUOTATIONS.

Hongkong, 14th February. New Patna 950 per chest New Benares 627 New Malwa 650 per picul Old Malwa 650/650 Persian, Oily, cash 600/650 Persian, poor tied 675

(Allowance, taels 16)

The Share Market.

LATEST QUOTATIONS.

(February 14th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		

Hongkong & Shanghai Banking Corporation..... \$125 333 % premium

The Bank of China & Japan, Limited—(Preference)..... \$ 5 Nominal

The Bank of China & Japan, Limited—(Ordinary)..... \$ 4 \$1 buyers

The Bank of China & Japan, Limited—(Deferred)..... \$ 1 \$5.5 buyers

National Bank of China, Ltd. \$ 8 \$26

Do. Founders.... \$ 1 \$20

Marine Insurances.

Union Ins. Society of Canton, Ltd. \$ 50 \$235

China Traders' Ins. Co., Ltd. \$ 25 \$56

North China Ins. Co., Ltd. \$ 25 Tls. 180

Yangtze Ins. Assoc. \$ 6 \$117 1/2 buyers

Fire Insurances.

Hongkong Fire Ins. Co., Ltd. \$ 50 \$335

China Fire Ins. Co., Ltd. \$ 20 \$89

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited..... \$ 15 \$291

Indo-China Steam Navigation Co., Ltd. \$ 10 \$88

China & Manila S. S. Co., Ltd. \$ 50 \$100

Douglas Steamship Co., Ltd. \$ 50 \$49

China Mutual S. N. Co., Ltd.—(Preference)..... \$ 10 \$10 buyers

China Mutual S. N. Co., Ltd.—(O'Far)..... \$ 10 \$10

China Mutual S. N. Co., Ltd.—(O'Vary)..... \$ 5 \$5

Star Ferry Co., Ltd. \$ 5 \$20

"Shell" Transport & Trading Co., Ltd. \$ 100 \$250

Refineries.

China Sugar Refining Co., Ltd. \$100 \$120

Luzon Sugar Refining Co., Ltd. \$100 \$47

Mining.

Punjum Mining Co., Ltd. \$ 6 \$5.75

Punjum Mining Preference Shares..... \$ 1 \$1.30

Ministre Francaise des Charbonnages du Tonkin..... \$ 250 \$350

Queen Mines, Ltd. 25 cts. \$0.27

Jelsho Mining and Trading Co., Ltd. \$ 5 \$134

Raub Allan Gold Mining Co., Ltd. 150. std. \$62

Olivers Freehold Mines, Ltd. A. \$ 5 \$52

Olivers Freehold Mines, Ltd. B. \$ 4 \$4.70

Great Eastern & Caledonian Gold Mining Co., Ltd. \$ 5 \$1

Do. (Preference) Pocks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$125 55 % premium

Hongkong and Kowloon Wharf & Godown Co., Ltd. \$ 50 \$84

Wanchai Warehouse & Storage Co., Ltd. \$ 375 \$431

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. \$ 10 \$9.25

Hongkong Land Investment & Agency Co., Ltd. \$ 50 \$121

Kowloon Land and Building Co., Ltd. \$ 30 \$26

West Point Building Co., Ltd. \$ 50 \$41

Hongkong Hotel Co., Ltd. \$ 50 \$127

Humphrey's Estate & Finance Co., Ltd. \$ 10 \$10

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$100 \$38

Ewo Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 60

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 67

Laou-kung-mow Cotton Spinning Co., Ltd. Tls. 100 Tls. 72

Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 375

Vahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 54

Miscellaneous.

Green Island Cement Co., Ltd. \$ 10 \$28

China-Borneo Co., Ltd. \$ 15 \$15

A. S. Watson & Co., Ltd. \$ 10 \$16

Limited..... \$ 10 \$10

Watkins, Limited..... \$ 10 \$10

Hongkong Electric Co., Ltd. \$ 10 \$11

Hongkong Electric Co., Ltd. \$ 2 \$2.10

Hongkong and China Gas Co., Ltd. \$ 10 \$1.35

Hongkong Ropeway Manufacturing Co., Ltd. \$ 50 \$325

Geo. Fenwick & Co., Ltd. \$ 10 \$10

Hongkong Electric Co., Ltd. \$ 50 \$25

Hongkong Ice Co., Ltd. \$ 100 \$152

Hongkong High Level Tramways Co., Ltd. \$ 6 \$6

Benjamin Kelly & Potts, Share Brokers.

Telephone No. 148.

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Hongkong, 14th February.

New Patna 950 per chest

New Benares 627

New Malwa 650 per picul

Old Malwa 650/650

Persian, Oily, cash 600/650

Persian, poor tied 675

VISITORS AT THE HONGKONG HOTEL.

TAI CHEONG, German steamer, 828 H. Ahrens, 13th Feb.—Saigon 8th Feb., Rice and Rice-flour.—Meyer & Co.

TAIFU, German steamer, 1,046 R. Schuld, 12th Feb.—Saigon 7th Feb., Rice.—Meyer & Co.

TSINAN, British steamer, 1,450 O. Anderson, 9th Feb.—Kobe 1st Feb., and Moji 4th, Coal.—Butterfield & Swire.

VICTORIA, American steamer, 1,992 John Pantan, 1st Feb.—Manil 26th January, Ballast.—Doddwell & Co., Ltd.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.

Silaku, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.

Sokol, Russian gunboat, 1,200 h.p., Capt. Ouchimatsu, at Nagasaki.

Sailing Vessels.

ALLERTON, British ship, 1,938 Tone, 31st Jan., Cardiff 8th Sept., Coal.—Admiralty.

BRODERICK CASTLE, British ship, 1,745 O. Olsen, 29th Jan.—New York 4th Aug., Case Oil.

EMILY REED, American ship, 1,160 D. C. Nicklos, 1st Feb.—Singapore 11th Dec., Petroleum—Standard Oil Co.

ISAAC REED, American ship, 1,887 Watts,